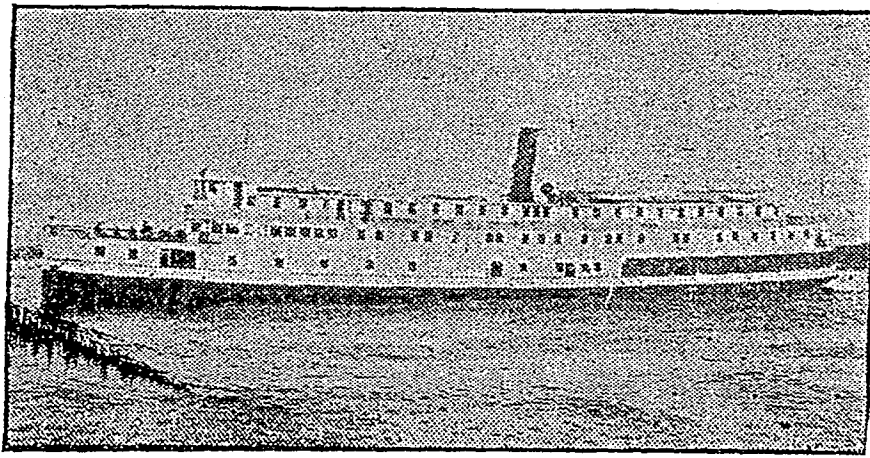
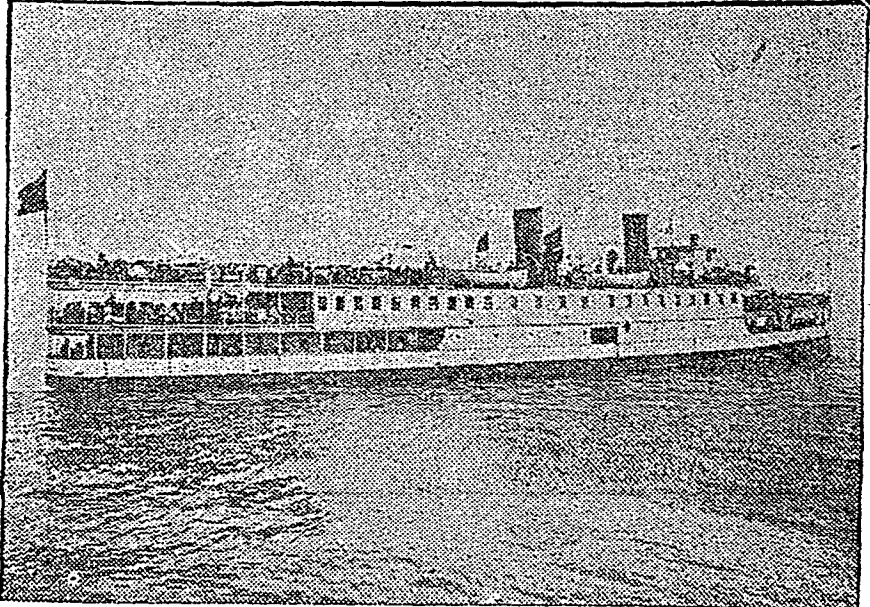


TWO OF THE PHILADELPHIA STEAMERS OF THE ERICSSON LINE



THE ANTHONY GROVES, JR.



THE PENN

HISTORY OF THE STEAMBOAT ON THE CHESAPEAKE

X—The Baltimore And Philadelphia Steamboat Company (Ericsson Line).

STEAM NAVIGATION ON THE CHESAPEAKE

This is one of a series of articles dealing with the steamboat lines of the bay. The tenth will appear next Sunday.

CHESAPEAKE CITY.  
I can remember the locks and the boats as they floated through  
And up the narrow canal and on where banks of the wild bloom grew.  
I can smell the old salt smell of the bay they brought to me.  
And the gleam and dream of the far-off stream that flowed to the wonder-sea.  
I can remember the bridge and the little hotel by the shore,  
And the oystermen and the watermen and the ring of their whistled score!  
  
How far to the land of hope, how far to the cities of dream,  
My thoughts were away in that golden day the length of the narrow stream!  
How often I sat by the tide and followed the distant tow,  
Barge by barge, as it drifted on as fast as the tug could go;  
Down under the Blueball bridge, and on, and on, and on,  
Till fancy carried me into the life lived under another dawn!  
  
I can remember the road and the old causeway that swept  
Over the hills and down the dales where the berries and buttercups slept!  
How often in dreams I walked that path to the county town,  
That led, I thought, to the place where Joy rained bountiful harvests down!  
And ever upon my ears, and ever within my soul,  
The songs of ships in the locks wide slips and the roar of the far searoll!  
  
I knew my captains and mates and the tugs were due to hear  
Screeching away upon their course, with the tow line swinging clear.

el Livermore; superintendent, Caleb Newbold, Jr.  
On the sides of the memorial is the story of the canal building, which reads:  
"The construction of this canal was be-



MR. CLARENCE B. SHRIVER  
Manager of the Baltimore and Philadelphia Steamboat Company.  
gun on the 15th of April, 1824, by SHas E. Weir, the chairman of the first committee of works, whose zealous and eff-

ander Shriver, in 1801 (while holding the office of president), his son, Mr. Frederick Shriver, assumed the management until 1805, when he also died, and since then Mr. Clarence Shriver, likewise a son of Mr. J. Alexander Shriver, has been the manager.  
The Ericsson Line began business chiefly for the transportation of freight and as a fast express by boat between Baltimore and Philadelphia. One or two staterooms were all the passenger accommodations the early boats afforded, but during the year of the Centennial, in 1876, a great demand arose for pleasant and inexpensive travel between Philadelphia and Southern points, and it was then the Ericsson Line responded to the public demand and began to cater to passenger traffic as well as freight.

FINE MODERN BOATS.  
The boats now have as many as 76 staterooms, with berth room for a large number of additional passengers. Every comfort is afforded to the traveling public. The saloons are handsomely furnished and upholstered and the staterooms, situated on the saloon deck, are cozy and comfortable, lighted by electricity and heated by steam. Among the boats owned by the line have been:  
The Robert F. Stockton, 121 tons, Capt. F. Layman.  
The Express, 106 tons, Capt. A. Colmary.  
The Baltimore, 105 tons, Capt. A. G. Claypool.  
The Catocin, 102 tons, Capt. W. P. Dennis.  
The Chesapeake, 99 tons, Capt. B. Thomas.  
The Ericsson, 72 tons.  
The Cumberland, 68 tons, Capt. H. M. Green.

The line has long been known as the Ericsson Line, because these boats were the first to use the Ericsson propeller, shaped like a four-leaf clover. The flags fluttering from the mastsheads of the Baltimore and Philadelphia Steamboat Company have a white ground, with a blue propeller set like a cloverleaf in the center, and the initials E. L. (Ericsson Line) outlined in red upon one corner of the field.  
The present fleet includes the Penn, the Lord Baltimore, the Ericsson, the Anthony Groves, Jr., and the Richard Willing, the latter an old boat and not in present use, but still owned by the company.  
The total distance of the journey from Baltimore to Philadelphia by canal is 119 1/4 miles. The boats leave Baltimore at 5 P. M. one day and reach Philadelphia at 7 A. M. of the next day.

Through the canal the boats glide a'long at the rate of about 3 miles an hour, but they are swift in the outside waters of Chesapeake Bay and the Delaware river, when they travel 23 miles an hour. The Penn and Lord Baltimore have four Army water tube boilers, developing 2,200 horsepower, and triple expansion engines, and each accommodates 800 passengers.  
They boast of being the fastest boats on Chesapeake Bay and the Delaware river, and are constructed along the lines of lightness, grace and beauty of a yacht. The dining saloons are on the main deck, to afford an uninterrupted view of the picturesque country through which the boats pass.

THE GEN. CADWALADER.  
One of the most notable boats of the Ericsson Line was the General Cadwalader, which went out of commission about 1903. The Cadwalader was built at Wilmington, Del., in 1845, and for many years ran on the Delaware river. She was originally a sidewheeler, but about 1860 was purchased by a company operating a line of steamers between Baltimore and Philadelphia, via the Chesapeake and Delaware Canal, in opposition to the Ericsson Line. She was given a propeller when fitted up for the

ferred by the company in loading and unloading freight and passengers can be imagined, and this inconvenience will be even greater when the day boats of the line are put in service early in June.  
The present officers of the Baltimore and Philadelphia Company are: President, John Cadwalader, of Philadelphia; secretary and treasurer, Henry L. Gaw, Jr.; manager, Clarence Shriver; agent, F. S. Groves, of Philadelphia; cashier, Charles W. Duff; secretary to the manager, Pierre G. Gaspari.

THE BIBLE ON PASSES.  
It was Mr. Clarence Shriver, who some years ago compiled from Scriptural texts

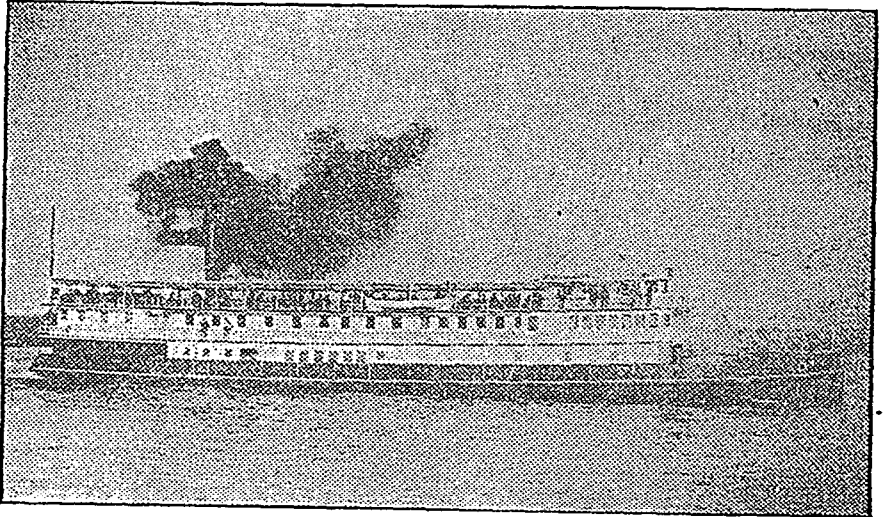


LATE J. ALEXANDER SHRIVER  
Third president of the Baltimore and Philadelphia Steamboat Company.

the following amusing rules regarding passes which were widely circulated through the newspapers:

IN THOSE DAYS THERE WERE NO PASSES.  
Search the Scriptures.  
Thou shalt not Pass.—Num., xx, 18.  
Suffer not a man to Pass.—Judah.  
The wicked shall no more Pass.—Nahum, i, 15.  
None shall ever Pass.—Mark, xiii, 30.  
Though they roar, yet they shall not Pass.—Jeremiah.  
So he paid the fare and went.—Jonah, i, 3.

In the office of the manager of the Ericsson Line one of the first objects to attract the eye is a portrait bust carved in wood of Mr. John S. Shriver, founder and first president of the line. The bust was long used as a figurehead of a steamboat of the line that bore the founder's name. It is a striking bit of wood carving and shows a strong and finely molded face, full of the spirit and vigor of a man who was capable of shouldering the responsibility of establishing a great maritime enterprise and endowed with ability to successfully carry it on.



THE HISTORIC GENERAL CADWALLADER

I loved the little old town, and the long child days were sweet  
To dream of glory beside the wharves where the shells baked white in the heat.  
Ah, barefoot there by the piers, I journeyed from day to day  
Up and down in the ships of dream to wonderlands far away!  
  
I can remember the locks and the waking in dead of night  
To look from my little windows and see the streak of a red port light!  
I can remember the sounds and the sights and the salt sea smells,  
And here in my heart the tender touch of its vanished glory dwells!  
For, over the tow path still and on through the banks of bloom,  
Oh, I am a lad in the little town of the locks and the salt perfume!

THE BENTZTOWN BARD.

Somehow one scarcely associates the romance of a midsummer night's dream with a canal, and yet one of the most poetic steamboat journeys out of Baltimore lies through the Chesapeake and Delaware canal across the peninsula of Maryland and Delaware—the main highway from the Chesapeake bay to the Delaware river.

The canal ripples through a fairyland of loveliness, to which the lock at Chesapeake City admits the traveler, and it extends 13 1/2 miles to the lock at Delaware City, which opens into Delaware river. The boat glides quietly between green bluffs or stretching woodland. The waterway is often so narrow and winding that at intervals the leafy treetops shadow the decks of the steamers.

The canal passes through the peach belt of Delaware, and on moonlit nights in May the perfume of blossoms is wafted abroad with every wind that blows. Through lovely glades or dense silent forests the boat moves on, and at Chesapeake City, St. George's and Delaware City the fascinating raising or lowering of the boats by locking is an interesting feature of the journey.

Between Back creek, which flows into the artificial waterway at the Maryland end of the line and the Delaware river at the outlet, are many picturesque villages and prosperous farms, and here and there the voyager gazes upward to airy bridges that span the distance from bank to bank.

AN HISTORIC TABLET.

At Back Bridge there is erected an interesting tablet which tells the history of the canal—the canal which long ago was dug out, not with modern appliances for excavation, but by the brawny strength of men equipped only with pick and shovel.

The memorial reads: "This tablet is erected by the proprietors of the Chesapeake and Delaware canal to commemorate its completion on the 17th of October, 1829, and to stand as a testimonial of their gratitude to James C. Fisher, president, and Thomas P. Cope, John K. Kane, Robert M. Lewis, Isaac C. Jones, Robert Wharton, Thomas Fassitt, John Hemphill, Ambrose White and William Platt, directors of the company; secretary and treasurer, Henry D. Gilpin; engineer-in-chief, Benjamin Wright; engineer resident, Dan-

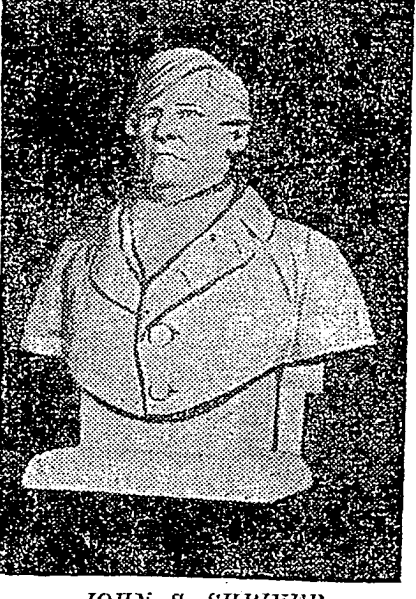
cient services terminated with his life on the 14th day of May, 1828. He was succeeded by Robert M. Lewis, under whose active supervision the work was continued and finished.

"In its progress through the eastern level large sections of embankment sunk 100 feet below the adjoining surface and the bottom of the excavation rose 40 feet above its natural position. On the Deep Cut more than 375,000 cubic yards of earth slipped from the regulated slopes of the sides and passed into the chamber of the canal. These and many other difficulties having been overcome, the water was introduced on the 4th of July, 1829, and the final accomplishment of this great national work was celebrated on the 17th day of October of the same year, at which time navigation was opened.

"Length of the canal, 13 1/2 miles; width at waterline, 66 feet; width at bottom, 36 feet; depth of water, 10 feet; depth of excavation at the summit, 70 1/2 feet; extreme width of section at surface, 269 feet; excavation from Deep Cut, 3,500,000 cubic yards; length of locks, 100 feet; width of locks, 22 feet; length of summit bridge, 247 feet; height above bottom of canal, 90 feet; total cost, \$2,250,000, of which \$450,000 was paid by the United States, \$100,000 by the State of Pennsylvania, \$50,000 by the State of Maryland, \$25,000 by the State of Delaware, and the residue by the citizens of Pennsylvania, Maryland and Delaware."

THE ERICSSON LINE.

Through this canal first ran some 64 years ago, and still continues to run, what is now the only bay steamboat line running



JOHN S. SHRIVER  
Portrait bust of the founder and first president of the Baltimore and Philadelphia Steamboat Company. Long used as a figurehead on the boat which bears the same name.

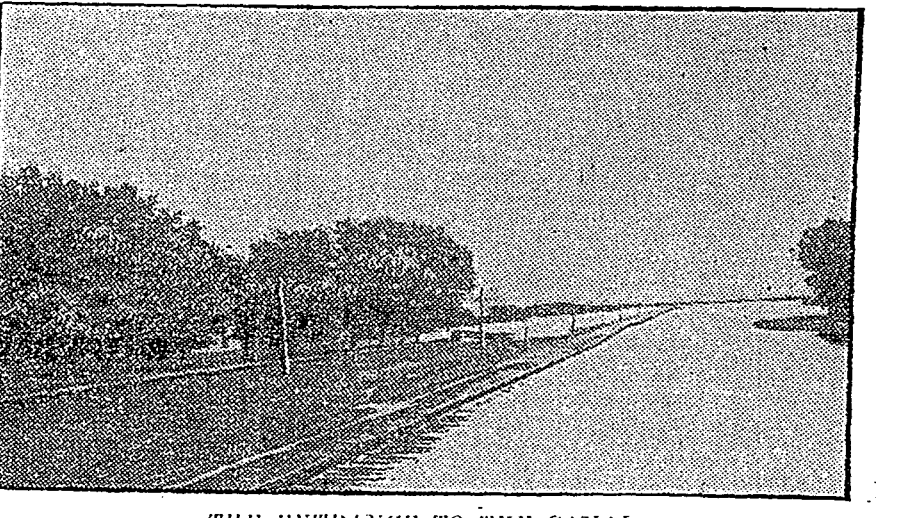
ning from Baltimore that remains independent.

This is the Baltimore and Philadelphia Steamboat Company, which was established in 1844 by John S. Shriver, of Baltimore, and chartered in the State of Maryland February 23 of that year. The first officers of the line were: President, John S. Shriver; treasurer and secretary, H. L. Gaw, Jr.; directors, John S. Shriver, of Baltimore; H. L. Gaw, Jr., George Nelles and John A. Weart, all of Philadelphia. The line has never changed owners, but has descended from father to son as a maritime inheritance.

The successive presidents have been the following: John S. Shriver, Gen. George Cadwalader, of Philadelphia; Mr. J. Alexander Shriver, of Baltimore, son of Mr. John S. Shriver, and Mr. John Cadwalader, of Philadelphia, nephew of Gen. George Cadwalader.

The office of president has been held during life by the gentlemen selected, and by an unwritten law of courtesy the honor is bestowed alternately upon gentlemen of Baltimore and Philadelphia.

The Baltimore control has always continued in the hands of the Shriver family. Mr. J. Alexander Shriver was the first Maryland agent during the presidency of his father. Upon the death of Mr. J. Alex-



THE ENTRANCE TO THE CANAL

canal route and at that time was one of the few propeller steamers running on the Chesapeake.

During the Civil War the General Cadwalader was chartered by the United States Government as a transport and carried soldiers between Philadelphia and Fortress Monroe. On several occasions she narrowly escaped falling into the hands of the Confederate Government and on one occasion while lying at Hampton Roads, she was struck by a shell from the Confederate ram Albemarle.

The ball penetrated her boilers and at the time she was placed out of commission there was still a piece of the shell on the boat, which was preserved as a souvenir and afterwards became the possession of a former officer of the steamer.

After the war the General Cadwalader resumed her trips between Baltimore and Philadelphia. She came into the possession of the Ericsson Line about 1868, when that company bought out its competitor. The vessel was operated as a night steamer for many years and then used for daylight trips over the same route. She sailed from Baltimore early in the morning and reached Philadelphia the same night. The following day she returned to this city.

The boat was operated from May 1 to the end of October and was then laid up for the winter. About 1903 she was taken off altogether and the Richard Willing, used for a time as a day boat in conjunction with the Cadwalader, took the latter's place until the new steamers Penn and Lord Baltimore were placed in commission.

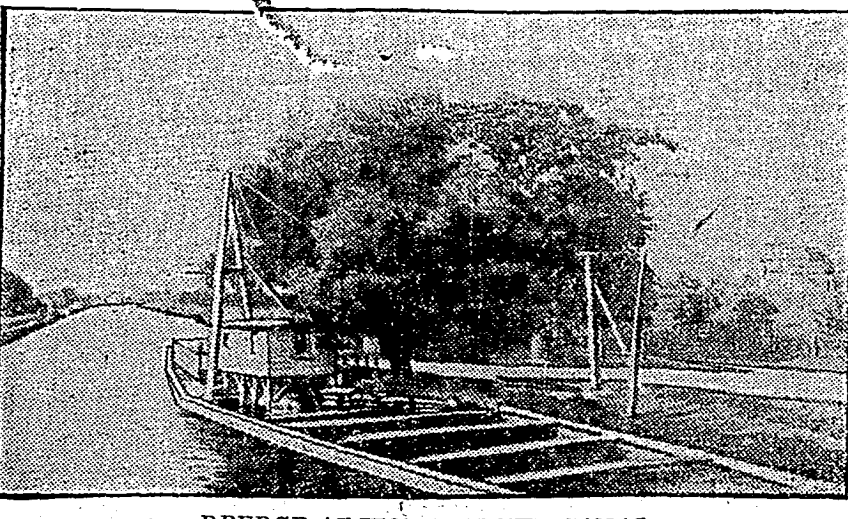
LARGER BOATS TODAY.

The name of the general Cadwalader was originally the William Willidin. It was changed in honor of Gen. George Cadwalader, at that time president of the line, and uncle of Mr. John Cadwalader, the present head of the company.

The General Cadwalader was much smaller than either the Penn or Lord Baltimore. She was 186 feet long, 20 feet wide, 7 feet deep and had a gross tonnage of 353 tons. The Penn and Lord Baltimore are both 203 feet long, 24 feet wide, have a draft of 9 feet and a displacement of 615 tons. Each of the new boats can carry nearly 1,000 passengers, and their speed is almost twice that of their wartime predecessors.

The Ericsson Line has been especially fortunate in having few accidents and no loss of life among passengers, except upon one occasion. This occurred when the steamer Ericsson, running too close to shore, was tilted over on her side and a single passenger, a blind man, endeavoring to grope his way out of his cabin, was drowned.

For 64 years the Ericsson boats have come to anchor at Pier 1, Light street. At the present time the new dock improvements and the widening of Pratt street have encroached upon all save 100 feet of the pier belonging to the company. Since the boats of the line are over 200 feet long, the inconvenience at present suf-



DREDGE AT WORK ON THE CANAL